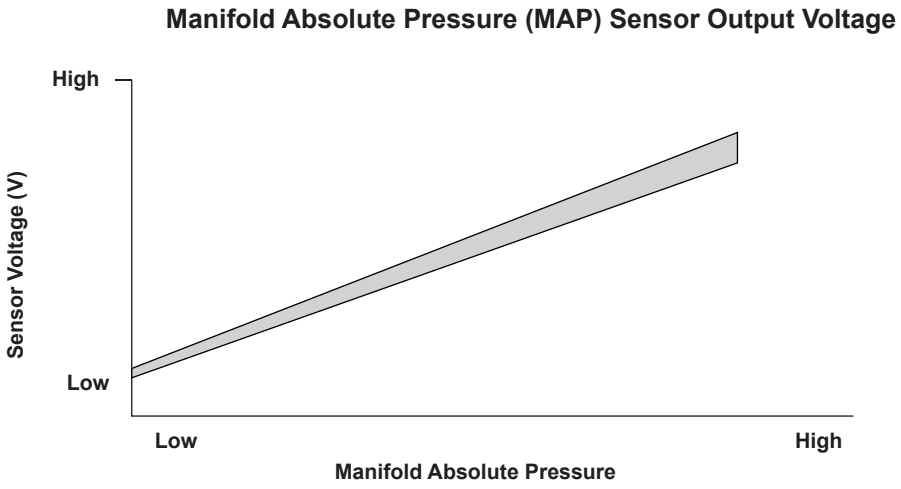
DTC P1129: Manifold Absolute Pressure (MAP) Sensor Higher Than Expected



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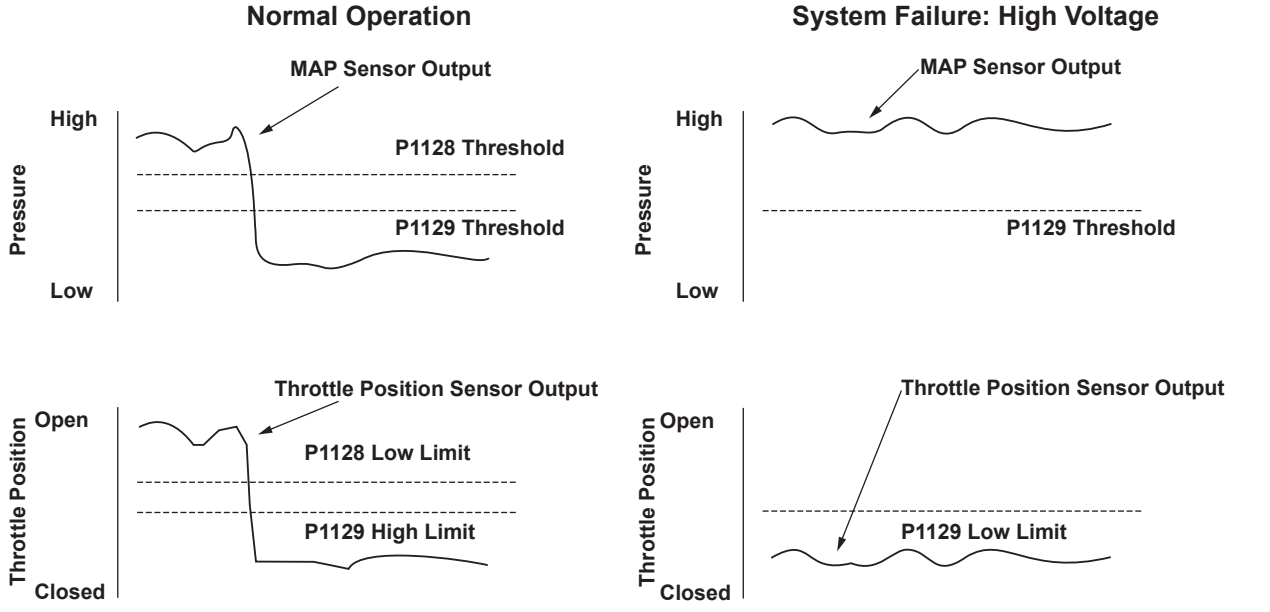


P1129-9771

General Description

The manifold absolute pressure (MAP) sensor senses manifold absolute pressure (vacuum) and converts it into electrical signals. The MAP sensor outputs low signal voltage at high-vacuum (throttle valve closed) and high signal voltage at low-vacuum (throttle valve wide open).
The engine control module (ECM)/powertrain control module (PCM) compares a predetermined MAP value at a given throttle position and manifold absolute pressure with the output voltage value of the MAP sensor.
If the MAP sensor outputs high voltage during fuel cut-off operation for deceleration with the throttle valve fully closed, which should make the manifold absolute pressure lower, the ECM/PCM detects a malfunction and stores a DTC.

Monitor Execution, Sequence, Duration, DTC Type

Execution	Once per driving cycle
Sequence	None
Duration	2 seconds or more
DTC Type	Two drive cycles, MIL ON

Enable Conditions

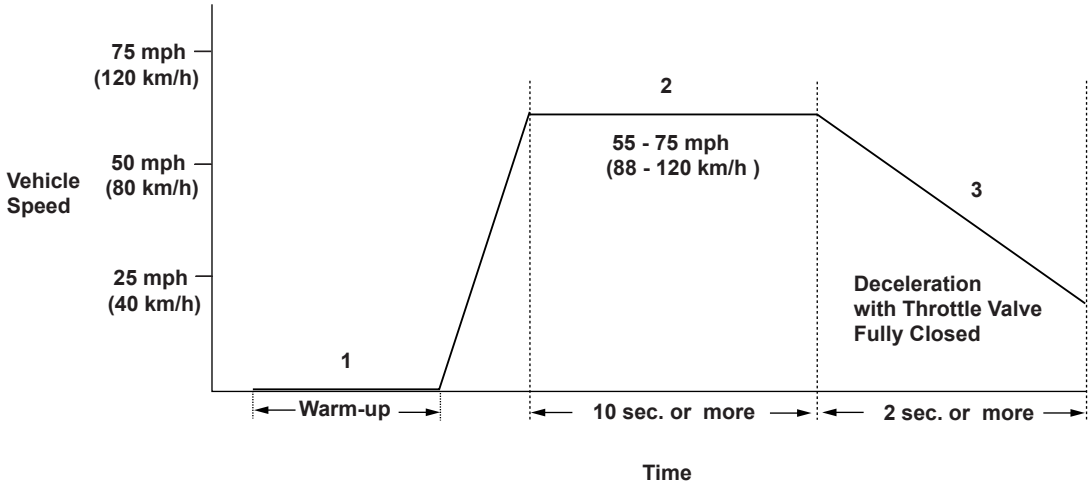
Condition	Minimum	Maximum
Engine coolant temperature	167ºF (75ºC)	—
Engine speed	1,200 rpm	6,000 rpm
Vehicle speed	15 mph (24 km/h)	74 mph (120 km/h)
Fuel feedback	During fuel cut-off operation for deceleration	
Throttle position	Fully closed	
Monitoring priority	EGR	
No active DTCs	ECM/PCM, Primary HO2S*1, Primary HO2S Heater*1, A/F Sensor*2, A/F Sensor Heater*2, MAP, CKP, ECT, TP, CYP, EGR, BARO, IAC, VSS, VTEC System, Fuel System, Misfire	

*1: F23A1, F23A5 engines
*2: F23A4 engine

Malfunction Threshold

The MAP sensor output is 34 kPa (255 mmHg, 10.1 in.Hg) or more for at least 2 seconds.

Driving Pattern



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1. Start the engine. Hold the engine at 3,000 rpm with no load (in park or neutral) until the radiator fan comes on.
2. Drive the vehicle at a steady speed between 55 - 75 mph (88 - 120 km/h) for at least 10 seconds.
3. Then, start fuel cut-off operation for deceleration and keep it with the throttle valve fully closed for at least 2 seconds.

- If you have difficulty duplicating the DTC, retest after turning off electrical components such as the audio system and A/C, and try a different gear position.
- Drive the vehicle in this manner only if the traffic regulations and ambient conditions allow.

Diagnosis Details

Conditions for illuminating the MIL

When a malfunction is detected during the first drive cycle, a Temporary DTC is stored in the ECM/PCM memory. If the malfunction recurs during the next (second) drive cycle, the MIL comes on and the DTC and the freeze frame data are stored.

Conditions for clearing the MIL

The MIL will be cleared if the malfunction does not recur during three consecutive trips in which the diagnostic runs.
The MIL, the DTC, the Temporary DTC, and the freeze frame data can be cleared by using the scan tool Clear command or by disconnecting the battery.